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## RACE IS NOT YET DECIDED

DEFENDER PROTESTS BECAUSE OF  
A FOUL BY VALKYRIE.

When the Yachts were Jockeying for the start the Englishman's Boom Scraped the Defender and Tore Away One Back Stay—Even Then After Hoisting Her Protest Pennant the American Made a Plucky Fight in Her Crippled Condition and Crossed the Line Only a Few Seconds Behind Her Competitor—Result of the Protest to be Announced To-day.

New York, Sept. 10.—The second race, between the Defender and Valkyrie for the America's cup, took place off Sandy Hook to-day. Close jockeying between the contestants just before the start resulted in an accident to the American which spoiled the race. Fifteen thousand persons on steamers, tugs, yachts and ocean vessels set up a groan of disappointment when the Defender was crippled before the eyes of all. Valkyrie after fouling the Defender was away cup hunting. While no one suspects her owner of intentionally fouling the Yankee yacht, the way he raked his steel boom over the deck and tore down the other fellow's rigging and then sailed away at his best pace over the course was not pleasant to Americans to contemplate.

From the first every attempt to secure fair play for the visitors has been made and methods that prevail in English races when an American boat competes are not tried here. But for the accident the race would probably have been one of the finest in the history of America's cup contests. Nothing was lacking to make it a memorable affair. There was a good sailing breeze, the sky was clear after the mist of the morning had been dispelled and the ocean was comparatively smooth.

It was a good day for Valkyrie, but it would have been a better one for Defender had she not met with the accident. The crowd which witnessed the race to-day was not numerous as on Saturday, but it numbered well up in the thousands and many of the steamboats were dangerously overcrowded. The Defender was the first of the two racers to leave the anchorage at Bay Ridge this morning. At 7:40 she took a line from the tug Wal-lace B. Flint and started for the scene of action. The Valkyrie left her moorings ten minutes later in tow of the tug Pulver. Both boats got up their mainsails going down the bay. Defender used the Herreshoff mainsail and her snow-white topsail.

The Valkyrie's mainsail was fitted far better than that of the American boat. On the Valkyrie with Lord Dunraven were Arthur T. Glennie, H. Maitland Kersey and J. R. Bush of the America's cup committee. On the Defender were Mr. and Mrs. Iselin, Nat Herreshoff, Woodbury Kane, Newbury Thorne, Herbert C. Leeds and David Henderson, the representative of Lord Dunraven. The America's cup committee and the regatta committee went down the bay on the tug Walter F. Luckenbach. The fleet of excursion steamers and yachts following the race was smaller than on Saturday and there was not serious interference at any time with the racing yachts.

Soon after 10 o'clock the committee's tug, the Walter Luckenbach, arrived off the Sandy Hook lightship. She found a gentle breeze blowing from almost due south at the rate of six or seven miles an hour and a gently running sea with little or no ground swell. The conditions of wind and weather were much like those of Saturday. When the gun was fired, the smoother sea, being in Valkyrie's favor. The course was triangular, ten miles on a side, with the start off Sandy Hook lightship. It was decided that the first leg of the triangle should be laid due south, the second leg north-east by east and the third leg north-west by west, one-half west. As the wind was blowing almost straight from the south it was evident that the first leg would be a dead beat to windward, the second leg a broad reach and the third leg a close-hauled reach.

At 10:50:00 the preparatory signal was fired. Both the racers were then to the leeward of the line and some distance apart. Both were on the starboard tack. Each had the same canvas, consisting of mainsail, dubtopails, staysail and jib, with a jibtopail in stays ready to break. When the gun was fired, the Defender, which was to eastward, came about on the port tack and stood toward the Valkyrie. The latter, being still upon the starboard tack, had the right of way, and as the Defender approached she luffed into the wind and went about. This brought Valkyrie on the weather quarter of the Defender, that is, to windward of her and just a trifle behind, but well overlapping her, and so gave her the weather gauge. The Defender could easily have averred this by tuffing and going about when the Valkyrie did, but as there was five minutes left before the start she did not think to do so, her captain thinking it easy enough to shake off the Britisher before the cross. But there Captain Haff made a big mistake. The Valkyrie was where she wanted and stayed there. Do what she could the Defender could not shake off the foe clinging to her flanks.

After the Englishman had secured the much coveted position both boats stood along toward the westward on the port tack until beyond the committee boat. Then Captain Haff gybed suddenly, hoping to get around and luff up to windward of Valkyrie before she could get around. But Captain Cranfield was quite as clever. He did not attempt to go about and gybed so quickly that the relative positions of the boats remained unchanged.

Valkyrie still kept the weather. The two boats came back on the starboard tack toward the starting line. They passed around one of the big excursion steamers and then as time was short

began to approach the line from its westward end, breaking out their jibtopsails, as they did so. Valkyrie was about half a length ahead, besides being to windward. She, therefore, was nearest to the line and would cross first.

On came the boats until only a few seconds remained before the starting gun. Then it was seen that the Valkyrie was too near the line and was in danger of crossing a second or two before the gun. She immediately began to bear away to avoid crossing. The Defender was just to leeward and a little behind the Valkyrie, and had no need to bear away and did not propose to do so. The Defender was allowing Valkyrie plenty of room between her sail and the mark and acted strictly within her rights in keeping her course. Captain Cranfield could not call for room and there was but one thing he could do to save himself—that was to stop headway on Valkyrie. The orders were given and all her sheets were slackened off wide at once to spill her sails and stop her headway.

Then came a foul. The long boom of the Valkyrie reaching out to leeward raked across the deck of the Defender, only eighteen or twenty feet away and striking the topsail shroud on the starboard side carried it away, breaking the jaw of the spreader and pulling the bolt out of the brass spreader strap. The Defender's lofty topsail immediately buckled under the strain of her jibtopails with a loud crack, and at this moment the starting gun was fired—exactly 11 o'clock. The Defender's crew were ordered forward to take in her jibtopails in order to save the topsail from further damage and in that condition she crossed the line at 11:01:15. The Valkyrie had preceded her at 11:00:13.

As she crossed the line the Defender hoisted a protest flag, and an answering pennant on the judges' boat showed it had been seen and would be considered.

There is no doubt that the responsibility for the accident rests entirely with the Valkyrie. Her skipper allowed her to get into a tight place, where there was every prospect of her crossing before the gun and so having to return and re-cross. In his anxiety to avoid this he ran down too close upon a boat which he was bound to look out for, as she was sailing close hauled on the same tack and so had the right of way.

The two boats crossed upon the starboard tack, but immediately the Defender went about on the port tack to bring the strain on the topsail on the unfurled side and Valkyrie followed on the same tack. An attempt to replace the broken shroud was made upon the Defender and a makeshift which partially answered the purpose was devised.

At 11:24:00 the Defender went about upon the starboard tack and ten seconds later Valkyrie followed. It was then seen that Valkyrie was a quarter mile ahead of Defender and was fully one hundred yards to the windward. This showed that the American boat even in her crippled condition was doing well. At 11:30 the two racers went about upon the port tack and five minutes later the Defender broke out her jibtopails again. She took it in again very quickly, however, as her weakened topsail could not stand the strain. The wind continued to freshen and hauled a little to westward.

At 11:54 the Defender came about again and the Valkyrie followed a few seconds later, both standing off shore on the starboard tack again. The Valkyrie was still about a quarter of a mile ahead. At 12:10 both tacked to port again, the condition remaining unchanged and at 12:19 another tack to starboard was made. By this time the Valkyrie was not only three-eighths or half a mile ahead of Defender, but was also a quarter of a mile to windward. The wind had now freshened to twelve or fourteen miles an hour and the water became much rougher. The Valkyrie began to make a considerable disturbance in the water, rolling up quite a wave under her bow and slowly, but surely, the Defender began to creep up on her. She not only went more smoothly through the water, but she also began to outpoint the English boat.

She broke out a No. 2 topsail, which in size was about the same as that which the Valkyrie had. Just as the boats were rounding the mark the breeze took another spurt, and before it settled down again it had reached a velocity of twelve or thirteen miles an hour.

The leg was a reach close hauled with booms to starboard. This brought the strain of the Defender's sails on her port shrouds, which were injured, and for the first time during the race it was possible to sail her to the best of her ability.

She was half a mile behind the Valkyrie when she rounded the stakeboard, and in less than half an hour she had cut this distance down to three-eighths of a mile. She had been 3 minutes and 35 seconds behind at the second mark, and during the last ten miles she gained one minute and seventeen seconds, which, deducting the difference of times at the start, and her allowance, made her a loser by only 47 seconds. Had the last leg been five miles longer the Defender would have won by over a minute. But the leg was only ten miles, and the noble boat could not overcome her great handicap in that distance. The Valkyrie finished first at 2:55:22. The Defender was 2 minutes 18 seconds behind, at 3:13:40. The elapsed times were: Valkyrie, 3:55:09; Defender, 3:55:25.

Valkyrie allows Defender 29 1/2 seconds, and Valkyrie started 1 minute, 3 seconds ahead. The corrected times were: Valkyrie, 3:55:09; Defender, 3:55:56. Valkyrie won by 47 seconds, corrected time.

Defender made a remarkable showing, and her superiority was clearly marked on her point of sailing, even in her crippled condition.

At the finish there was the usual

scene of excitement with patriotic Americans for once saluting the British yacht. The Defender received the greater ovation. Her plucky fight elicited much praise from yachtsmen. Both yachts were towed to Bay Ridge, where they are anchored for the night. Tomorrow a new topmast will be put into the Defender.

The regatta committee stopped its boat at Bay Ridge on the way to the city, and Mr. Iselin made a verbal protest in regard to the fouling. Mr. Bush, the club representative on the British boat, was asked to present his version of the affair. At 10:30 p. m. the following notice was posted on the bulletin board at the club:

"The Defender protests the Valkyrie on the ground she bore down on her just before reaching the starting line thereby causing a foul, which resulted in the carrying away of her spreader and the springing of her topmast."

(Signed)

THE REGATTA COMMITTEE.

Commodore Smith of the America's cup committee said to-night that his faith in the Herreshoff boat had been tremendously strengthened and that the cup was safe.

The wind had hauled a little to the westward and the mark was easily reached on this long starboard tack. The Valkyrie rounded at 12:37:43, and easing off her sheets started for the second mark. As soon as the Valkyrie rounded the mark she hauled down her jibtopsail, and two minutes later took in her staysail preparatory to setting her balloon jib in stays. She broke it together with a huge balloon staysail at 1:02. The Defender rounded the first mark at 1:01:25, having been beaten 3 minutes, 52 seconds in the ten miles. This did not include the difference of time at the start. Immediately after rounding Defender broke out a baby jibtopail and took in her staysail. A few minutes later she, too, set a balloon staysail.

The run to the second mark was a broad reach, and the wind over the starboard quarter and the sails set to port. The wind kept on increasing, reaching about eighteen miles an hour at one time on this leg, and the yachts dashed on at a good pace. Nobly as the Defender had done on the first leg it was a hopeless race for her. Being unable, on account of the weakness of her topmast to set her balloon jib, she could not carry anywhere near as much sail as the Englishman. The baby jibtopail and the balloon staysail offered but a poor substitute for the balloon jib. In spite of this handicap, however, she actually gained seventeen seconds on the ten miles. Much of this was due to the difference in the behavior of the yachts in the rather stiff sea-way. Valkyrie had much more of a plunge in her work. At times cascades of water were thrown out from under her bow, and the wake which she left became very marked. The Defender created but little fuss in connection with either entering or leaving the water.

At 1:55 the Valkyrie took in her balloon jibtopail, and at 1:55:30 she turned the second mark, sending up a number 2 jibtopail as she did so. She then hauled in her sheet and started for home with her mainsail and dubtopails, jib and jibtopails set. At 1:59 the Defender, which had nearly reached the mark, took in her baby jibtopail and gybed and rounded the mark at 2:01:45. It was rumored that the body of the regatta committee, which had been considering Defender's protest, had decided in favor of Valkyrie, and declared the contest a race. The report could not be verified. It is said the committee will hold another meeting tomorrow.

KNIGHTS OF PYTHIAS MEET.

The Twenty-seventh Annual Session began in Stamford yesterday—Reports rendered—Important business on hand today—The Grand Officers.

Stamford, Sept. 10.—The twenty-seventh annual session of the Connecticut grand lodge, Knights of Pythias, began in Miller's hall to-day and will last two days. The morning session began at 10 o'clock. Then the rank of past chancellor was conferred upon those who had not previously attended meetings of the grand lodge. The grand officers submitted their annual reports. A ruling of the supreme lodge has been made to the effect that the rank of past chancellor can only be conferred upon men who have served as grand officers of a subordinate lodge. Heretofore some grand lodges conferred this rank upon persons who had served two or more consecutive years as keeper of records and seals, master of finance or master of exchequer.

To-morrow important business will be transacted at the two sessions. It will include the adoption of a grand constitution and statutes made necessary by changes in the supreme constitution, the acceptance or rejection of a plan for a Connecticut Pythian home, the selection of a meeting place for the next session, and the election of grand officers; a supreme representative for four years to succeed General Edward F. Durand of New Haven, and a grand tribunal. The choice of a meeting place and the elections will be the last business before the adjournment. The present grand officers are: Lucius F. Norton of New Haven, past grand chancellor; Frank R. White of Waterbury, grand chancellor; William N. Potter of Willimantic, grand vice chancellor; Thomas S. Williams of New Haven, grand prelate; Horace O. Case of Hartford, grand keeper of records and seals; Washington L. Morgan of New Britain, grand master of exchequer; Vincent M. King of Danbury, grand master-at-arms; Frederick W. Chesson of Waterbury, grand inside guardian; William Reid of East Hartford, grand outside guardian.

This afternoon the reports of the secretary and treasurer were read and accepted. Both showed the organization to be in excellent shape. The officers will be elected to-morrow.

## THOMPSON'S GHASTLY FIND

THOMAS MULVILL'S DEAD BODY  
FOUND AT HEALY & BIGELOW'S.

Remains in an Advanced Stage of Decomposition—Supposed to Have Been Dead for Over a Week—Delay Over the Disposition of the Remains—Death Thought to Have Been Due to Heart Disease.

Shortly after 2 o'clock yesterday afternoon Samuel W. Thompson of room 20, Hoadley building, made a ghastly discovery in a rear room of the building formerly occupied by Healy & Bigelow at Grand and Railroad avenues. As he entered the room he was confronted with an awful stench as of decaying animal matter and a few moments later was completely horrified to stumble across the dead body of a man in an advanced stage of decomposition.

When Thompson had recovered from the shock of his discovery, he notified the police of the Grand avenue station, and an investigation was immediately set on foot. Deputy Medical Examiner Gustavus Eliot was notified and viewed the remains and gave as his opinion that the man's death was due to heart disease.

The police after considerable investigation discovered that the dead man was Thomas Mulvihill, seventy years old, who, until recently, worked for the Connecticut Concrete Company and boarded at William Dwyer's boarding house on State street, near Court. His pocket was found a diary showing that he had boarded with Dwyer since October 29 of last year and that he had relatives living in Thompsettville, N. Y. How Mulvihill came to be in the building is a mystery, as the place has been vacant for over a month, but it is the opinion of the police that while under the influence of liquor he managed to get into the building to sleep off the effects and was stricken with heart disease. It is also a matter of conjecture as to how long the body had lain in the building, but from its appearance when found it had evidently been there a week or longer.

In support of this theory it is stated that about a week ago a gentleman from Ansonia looked through the building with a view to renting and in reply to a question as to whether there was any one in the building at the time of his visit, said that there was a man whom he took for the watchman lying asleep on the floor and as he appeared to be so comfortable, he had not disturbed his slumbers. This the police are confident was the body of the man who was found yesterday and it is believed that he was dead at the time of the Ansonia man's visit.

After Deputy Medical Examiner Eliot had viewed the remains he ordered the removal to Lewis & Maycock's morgue and the latter's wagon was brought to the scene to remove the body. Before its arrival, however, Patrick Owens, who resides on Grand avenue, near Jefferson street, and who claimed to be acquainted with Mulvihill, refused to allow Lewis & Maycock to take the remains and said that they should be taken charge of by Thomas Dunn, the Grand avenue undertaker.

This was the state of affairs when Lewis & Maycock's wagon arrived upon the scene. When they were informed of the facts they drove back to the city, leaving the body in the building. Later Thomas Dunn was notified, but he refused to have anything to do with the body and Lewis & Maycock were again summoned. At first they were again to have anything more to do with the case, in view of what had occurred, but finally one of Blair's wagons was brought to the scene and the body was removed to Lewis & Maycock's morgue about 6:30 o'clock, after a delay of over four hours.

The police do not entertain any theory of foul play, but are unable to account for the manner in which Mulvihill secured an entrance into the building.

COLORED CANDIDATE NAMED.

Dr. Jackson to Run for a Place on the School Board—Formerly a Missionary in Africa.

A mass meeting of the colored voters to choose a candidate for reelection to the colored school board was held in the Y. M. C. A. hall on Goffe street last evening. The meeting was called to order by ex-Councilman J. P. Peaker, who, after making a short speech, called for the nomination of a chairman. W. Jones was elected chairman and F. Fuller secretary. The Peaker in a few well chosen words nominated Dr. G. H. Jackson, Mr. Rawson nominated Dr. Porter and William Miller nominated J. W. Stewart. Mr. Porter declined to serve, as he is not a voter in the city. After a few short remarks by several of the gentlemen present a ballot was taken, which resulted as follows: Total number of votes, 25, of which Mr. Stewart received 17 and Dr. Jackson 18. After the ballot had been announced Dr. Jackson made a few remarks. The following committee was appointed to take charge of the canvass: F. D. Fuller, G. H. Griffin and Captain J. H. Wilkins.

The candidate was formerly for six years the pastor of the Immanuel Baptist church, but has just returned from Africa, where he has been a medical missionary. He is a graduate of the Colgate college, class of '87, and of the Yale theological seminary of the class of '89. While taking a theological course at Yale he was appointed pastor of the Immanuel Baptist church. During his pastorate he took up the study of medicine at the Yale medical school and was graduated with the class of '92. In 1893 he was sent to the Congo Free State by the American Baptist Missionary union. Dr. Jackson brought to this country a native prince, Samuel Mpenba, whom he is to have educated as an evangelist. The prince is a boy of about sixteen years of age.

Exciting Finishes Made.

Philadelphia, Sept. 10.—The fall race meeting of the Philadelphia Driving park association opened to-day. While the races were not sensational close and exciting finishes were made.

Steamers in Collision.

Flushing, Holland, Sept. 10.—The Spanish steamer Manila, bound for China, and the Norwegian steamer Xania, bound for Antwerp, were in collision near Borssele, an island off this coast, to-day. The Xania sank soon afterwards, and six of her crew were drowned, including the captain. The Manila was badly damaged.

At Company K's Range.

Wallingford, Sept. 10.—The third competition for the ex-Colonel Leavenworth skirmish medal will take place this year on Saturday, October 5, over the Company K range.

## THE FOOT GUARD'S TRIP.

A Meeting Held Last Night to Consider Raising Funds.

A number of prominent citizens responding to the invitation of Mayor Hendrick met last evening in room No. 10 in the city hall to consider the question of raising \$1,500 to add to the \$6,000 already raised by the Foot Guard themselves to take the company to the Atlanta exposition and pay other necessary expenses of the trip.

To enable the company to properly represent the state and city at least \$7,000 will be required, while to entertain the governor of Alabama and do certain other things to keep up the credit of New Haven another \$500 could be used to advantage.

The meeting last evening was called to order by Mayor Hendrick, who explained the object of the meeting and then called upon Major Brown of the Foot Guard, who was present, to state the facts of the case to the gentlemen present. Major Brown said that in the first place the company wishes it understood that it is not begging and would rather not go at all than to do so. The Foot Guard have been planning a trip somewhere for their own pleasure for some time, which they could make at less expense to themselves, and have as good a time as if they went to Atlanta. But as it was proposed to send the company to Atlanta as a historical New Haven organization to represent the city and state the proposed trip elsewhere has been deferred. He also said that he thought the members of the company have shown their loyalty to the city in raising \$6,000, \$4,000 of which has been raised in the ranks.

Ex-Mayor Sargent then said that as it was a business matter it should be treated in a business way, and the citizens of New Haven, before subscribing to the fund, with some proof that \$6,000 of the amount has been raised. He said that the visit of the Foot Guard to Atlanta, and similar trips, would have much to do in smoothing over the war effects and in cementing the north and south together. Atlanta is one of the most progressive cities in the country, about the size of New Haven, but as far ahead of New Haven in push as New Haven is ahead of Hamden. It is a good thing for Connecticut people to go down and get imbued with some of this energy. Trips of this sort show that our citizen soldiers stretch forth the hand of fellowship to those of the south, and he said that he thought the Foot Guard the best company to represent the solidity of Connecticut, as it is composed of good, solid citizens. They would be received with a welcome. For his part he said he would be willing to chip in his share. He then asked how long the company expected to be gone, and Major Brown said that the trip would cover about seven days, including a stop at Charleston.

Captain Lawrence O'Brien told of how much cheaper an organization of that sort could make a trip than an individual could, proportionately, and said he would render all the aid he could, and would assist in raising money, if desired.

Mayor Hendrick spoke of Atlanta as being a moral city, and said that he was strongly in favor of the company's going, and that it is strange if \$1,000 can't be raised to have the city properly represented. He stated that he had received several letters from gentlemen who were unable to be present, and four of these letters contained subscriptions of \$25 each.

Ex-Alderman S. B. Shoninger then moved that Mayor Hendrick be empowered to select a committee to raise the required amount by subscription. The vote was passed, and the mayor will appoint the committee in a few days.

The gentlemen present at the meeting were Mayor Hendrick, ex-Mayor Sargent, George M. Grant, Captain Lawrence O'Brien, Henry Hendryx, Councilman Coolidge, General Greeley, James D. Dewell, F. H. Hart and Edward S. Beecher.

Major Brown stated that the rates have been obtained so that the traveling and living expenses of each man will not exceed \$45. This is simply the fare and board. Of course, other expenses are personal and must be paid by individuals of the company.

## THE CROP REPORT.

The Present Condition Shows a Great Decline in Corn Since August.

Washington, Sept. 10.—The crop report shows a decline in corn to \$4.10 from 102.5 in the month of August. The condition of wheat, considering both winter and spring varieties when harvested, was 75.4 against 83.7 last year and 74 in 1893. The reported conditions for the principal states are as follows:

Ohio 84, Michigan 79, Indiana 53, Illinois 59, Wisconsin 55, Minnesota 107, Iowa 107, Missouri 75, Kansas 40, Nebraska 74, North Dakota 105, South Dakota 74, California 75, Oregon 93, Washington 79.

The prospects of the corn crop have suffered from drought during August in the surplus producing states of Ohio, Indiana, Illinois, Iowa and in a portion of Nebraska. Reports from Indiana, Iowa and Ohio indicate that though there have been rains during the latter part of the month they have been generally too late to be of great benefit. Drought has also injured the crop in the eastern states.

Much more encouraging reports come from the south, which indicate that in that section the crop will be larger than before produced. Too much rain is noted in certain sections of South Carolina, Alabama and Mississippi and drought seems to have unfavorably affected certain localities in Texas. Reports, however, from this section are generally favorable. The averages are: Kentucky 106, Ohio 93, Michigan 85, Indiana 86, Illinois 97, Iowa 96, Missouri 11, Kansas 86.

Condition of oats when harvested was 86, rye 83.7, barley 87.5, buckwheat 87.5, potatoes 90.5.

## STATE CAMPAIGN OPENED

GOV. MCKINLEY PREDICTS VICTORY  
FOR THE REPUBLICANS IN OHIO.

He Said That Foraker Would be Elected Senator and That the Real Contest in the State Would be on the Tariff Question—President Cleveland's Administration Criticized.

Springfield, O., Sept. 10.—The republican state campaign was opened here to-day by Governor McKinley, ex-Governor Foraker, General Bushnell and General Jones, the two last named being candidates for governor and lieutenant governor respectively. The crowd numbered thousands. Senator Sherman presided and made a speech.

General Bushnell in his speech asked for a routing majority for the state ticket to insure Governor McKinley's election to the presidency, and then sent Joseph B. Foraker to the senate.

Governor McKinley in his speech predicted that the republicans would carry the state this year and that Mr. Foraker would be elected senator. He declared that the real contest in Ohio was on the tariff question. There was, he said, one great objection to the law that all must admit to be valid. It failed to produce the needed revenues. At no time from the passage of the republican tariff law of 1890 down to the close of President Harrison's administration did the law fail to raise the necessary revenue. The governor maintained that the prosperity now was in spite of democratic legislation and not because of it. There was no indication of a return of prosperity until after the election of 1894. The governor criticized President Cleveland's administration and said that the republican party stood for sound money and declared that the public credit be always maintained.

Ex-Governor Foraker referred to the legislation shown by the democratic convention in adopting a resolution favoring the enforcement of the Monroe doctrine. He explained by asserting that Mr. Cleveland had notoriously disregarded the requirements of this doctrine.

## ON THE BALL FIELD.

Results of the Games in the Big League Yesterday.

At Baltimore.—When the champions secured a lead in the seventh the crowd cheered itself hoarse and with one voice yelled, "The pennant is ours." During base running distinguished the home team's work. Captain Tebeau was put out of the game in the sixth inning for using obscene language towards Umpire Emslie. The game was called in the eighth inning on account of darkness after Baltimore had scored one run. The score:

Baltimore... 0 0 0 0 0 0 2 1-6  
Cleveland... 1 0 0 1 0 0 0 0-2  
Hits—Baltimore 7, Cleveland 5. Errors—Baltimore 6, Cleveland 5. Batteries—McMahon and Robinson; Cuppy and Zimmer.

At Philadelphia.—Philadelphia easily defeated Louisville, hitting McFarland at will. The score:

Philadelphia 1 3 0 0 3 0 4 0-11  
Louisville... 0 0 2 1 0 0 0 0-5  
Hits—Philadelphia 24, Louisville 13. Errors—Philadelphia 1, Louisville 2. Batteries—Orth and Clements; McFarland and Warner.

At Brooklyn.—Not until the ninth to-day were the Brooklyn's able to fathom Dwyer's curves. The score:

Brooklyn... 0 0 0 0 0 0 0 0-2  
Cincinnati... 1 0 0 0 0 0 0 0-1  
Hits—Brooklyn 6, Cincinnati 6. Errors—Brooklyn 0, Cincinnati 6. Batteries—Daub and Grim; Dwyer and Vaughan.

At Boston.—Boston could not bat at all to-day and were defeated by St. Louis. Dwyer batted finely. The score:

St. Louis... 5 0 0 1 0 2 0 0-8  
Boston... 1 0 0 0 0 0 0 0-4  
Hits—St. Louis 13, Boston 8. Errors—St. Louis 1, Boston 2. Batteries—Kinsinger and Peitz; Stockdale, Ganzel, Stivers and Tenney.

At New York.—The Chicago won two games from the New Yorks to-day by superior playing. The score:

First game—  
New York... 0 0 0 1 0 0 0-2  
Chicago... 1 5 0 0 3 0 4-13  
Hits—New York 16, Chicago 14. Errors—New York 14, Chicago 1. Batteries—Rusie, German and Farrell; Friend and Donahue.

Second game—  
New York... 0 4 0 0 0 1 1 0-6  
Chicago... 3 0 2 0 0 1 2 8-8  
Hits—New York 12, Chicago 11. Errors—New York 5, Chicago 2. Batteries—Meekin and Wilson; Parker and Kittredge.

## MRS. FLEMING HELD.

Orders of the Coroner Despite the Decision of His Jury.

New York, Sept. 10.—The coroner's jury in the Bliss-Fleming case rendered the following verdict this afternoon:

We find that Evelyn Matilda Bliss came to her death on August 30, 1895, at No. 337 St. Nicholas avenue, from acute gastritis, also chronic nephritis and lime plate on the cardiac valve, the result of causes unknown to jury.

As soon as the verdict was announced Assistant District Attorney McIntyre, for the people, moved that Mrs. Fleming be held in custody to await the action of the grand jury.

Lawyer Brooks, on behalf of the prisoner, opposed the motion.

Coroner O'Meara decided to hold the prisoner without bail to await the action of the grand jury.

Lawyer Brooks protested that such action was illegal and that he would cause the arrest of the officer who places Mrs. Fleming in custody.